



# House of Representatives

General Assembly

**File No. 136**

February Session, 2002

House Bill No. 5529

*House of Representatives, March 25, 2002*

The Committee on Transportation reported through REP. COCCO of the 127th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

## **AN ACT AUTHORIZING TRACTOR TRAILERS TO PARK IN COMMUTER PARKING FACILITIES AND OFFICIAL WEIGHING AREAS.**

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (*Effective October 1, 2002*) (a) Notwithstanding the  
2 provisions of section 13b-29 of the general statutes, the driver of any  
3 tractor-trailer unit, as defined in section 14-1 of the general statutes,  
4 may use any commuter parking facility or official weighing area in the  
5 state for the purpose of parking such vehicle and resting.

6 (b) The Commissioner of Transportation shall adopt regulations, in  
7 accordance with the provisions of chapter 54 of the general statutes,  
8 governing the use of such facilities or areas by tractor-trailer units.

This act shall take effect as follows:

Section 1	<i>October 1, 2002</i>
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**TRA**      *Joint Favorable*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either House thereof for any purpose:

### **OFA Fiscal Note**

#### **State Impact:**

<b>Fund-Type</b>	<b>Agency Affected</b>	<b>FY 03 \$</b>	<b>FY 04 \$</b>
TF - Cost	Transportation, Dept.	Minimal	Minimal
TF - DSF - Cost	Treasurer, Debt Serv.	None	Potential Significant

Note: TF=Transportation Fund; DSF=Debt Service Fund

#### **Municipal Impact:** None

#### **Explanation**

This bill results in minimal costs to the Department of Transportation (DOT) operating budget and could also result in significant<sup>1</sup> additional costs in future years in Transportation Fund Debt Service Costs (Bond Funds) to make commuter parking lots available for use by tractor-trailer trucks. The bill allows the driver of a tractor-trailer truck to park the vehicle in any commuter parking facility or official weighing area for the purpose of resting. It requires DOT to adopt regulations for the use of these facilities by tractor-trailers.

The department would incur minimal costs through adopting regulations, and through studying which of the commuter parking lots could be adopted to accommodate tractor-trailer truck traffic and parking. The department operates 232 commuter parking lots statewide, but they believe that only commuter lots that have the capacity for at least 150 cars would be large enough to accommodate such trucks. There are also at least five permanent truck weighing and inspection facilities.

<sup>1</sup> OFA defines significant cost as annual costs that exceed \$100,000.

The department estimates that it would cost about \$500,000 per commuter parking lot to make the alterations necessary to accommodate tractor-trailer truck parking. These could include 1) repaving the lot to handle the additional weight of tractor-trailer trucks, 2) expanding the size of the lots, and 3) constructing new entrances and exits. Funding for these alterations would come from Transportation Bond Funds and would increase the Transportation Fund Debt Service costs.

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**OLR Bill Analysis**

HB 5529

**AN ACT AUTHORIZING TRACTOR TRAILERS TO PARK IN  
COMMUTER PARKING FACILITIES AND OFFICIAL WEIGHING  
AREAS****SUMMARY:**

This bill allows a tractor-trailer unit driver to park his vehicle in any commuter parking facility or official weighing area in Connecticut for the purpose of resting. To this extent, the bill supercedes a Department of Transportation (DOT) regulation that prohibits parking, storing, or stationing any tractor-trailer, tandem trailer, or similar commercial vehicle in any DOT-designated commuter parking facility. The bill requires the transportation commissioner to adopt regulations governing use of the parking facilities and weighing areas by these tractor-trailers. By law, a tractor-trailer unit is a combination of a truck tractor and a trailer or a semitrailer.

EFFECTIVE DATE: October 1, 2002

**BACKGROUND*****Commuter Parking Facilities***

DOT operates a statewide network of 232 commuter parking facilities ranging in size from 15 to almost 1,300 spaces. A total of 48 commuter parking facilities are located at railroad stations and the other 184 are along state highways. The largest non-rail facility has a capacity of 743.

***Official Weighing Areas***

Official weighing areas are not statutorily defined, but DOT maintains permanent truck weighing and inspection facilities at several locations, including on I-84 in Danbury and Union, I-95 in Greenwich, I-91 northbound in Middletown, and adjacent to I-95 in Waterford. The Danbury, Union, and Greenwich facilities are most frequently used. However, truck weighing and inspections are also sometimes

conducted using portable equipment at other locations.

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Report

Yea    20        Nay    8